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COUNTRY: Germany (Soviet Zone) REPORT
 TOPIC: Neuruppin Airfield

EVALUATION: PLACE OBTAINED

DATE OF CONTENT:

DATE OBTAINED: DATE PREPARED: 26 September 1951

REFERENCES:

PAGES: 3 ENCLOSURES (NO. & TYPE):

REMARKS:

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1. a radio installation with four masts was located at the end of a field path north of Nietwerder and extended toward the west and about 100 meters northwest of the single radio mast. A thick cable led from each mast into a radio truck in the center of the square of masts. (1) Three dipoles parallel to the road were seen on the wooden board which was previously observed. (2) From each dipole one cable, supported by poles, extended toward the radio cabin. The radio mast which was previously located west of the radio cabin was now at the southeastern corner of the radio cabin. The temporary wooden building with a sloping roof was enlarged to 3 x 5 x 8 meters. A shed with pointed roof, about 4 x 14 x 17 meters, was erected recently. It was not yet provided with side-walls. Two telephone wires led from the radio cabin toward the west to a telephone mast which was also connected with the radio installation with four masts by two wires. A rod-antenna about 5 meters high was seen on the pointed roof of the radio cabin in the middle of the four-mast radio installation. A radio installation consisting of a radio truck with an extended rod antenna and a mast 10 to 12 meters high was observed east of the Altruppin-Gildenhall-Neuruppin road on the edge of the woods. (3) The radio truck pointed toward the west. The mast, located in a cleared circular terrain in front of the radio truck, was braced several times.
2. On 21 July, two dipoles were seen on a platform near the radio installation with one mast. A cable led from the dipoles to the radio cabin. The radio mast was no longer west but southeast of the radio cabin. Construction was being done on the temporary building with sloping roof next to which a radio truck with an extended rod antenna was parked. A radio installation with four masts 8 to 10 meters high, was established at the western end of a field path which ran just north of the previous radio installation.

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A rod antenna 4 to 5 meters high was on top of the cabin located in the middle of the square of masts. Each mast was braced at three places. A cable led from the masts to the radio cabin. The masts were not interconnected.

3. On 6 August, the alert flight was parked at the eastern end of the runway. At 6:30 a.m., biplanes [] began local flying; one man of the crew was changed after each landing. This activity continued until 5 p.m. About 6 p.m., a twin-engine transport flew over the Bechlin alternate airfield approaching it from various directions. A total of 20 parachutists jumped from the plane at an altitude of about 500 meters at the following times: 4 men at 6 p.m., 4 men at 6:15 p.m., 6 men each at 6:25 and 6:45 p.m. (4) The plane landed at Neuruppin airfield about 7 p.m. [] Truck [] sedan [] and ambulance [] all partially occupied by parachutists came from Bechlin alternate airfield. 50X1-HUM
4. At 6 a.m. on 7 August, a transport took off and the same parachuting was practiced over Bechlin alternate airfield. The plane landed at Neuruppin airfield at 7:30 a.m. whereupon the same motor vehicles returned from Bechlin. At 2:20 and 3:20 p.m. respectively, a MiG-15 without a number took off for acrobatics which lasted 20 minutes. No other flights were made. On the morning of 9 August, the same parachute jumps were made over Bechlin alternate airfield. There was no flying between 10 and 13 August. 50X1-HUM
5. On 17 August, four alert jet fighters, [] were parked at the eastern end of the runway. About noon, six jet fighters [] taxied from the hangars to the eastern end of the runway. 50X1-HUM
6. No change in the occupation was observed up to 24 August. Fourteen MiG-15s [] were parked at the field. (5) Four of these planes practiced firing at a sleeve target towed by a single-engine plane with a radial engine. Four biplanes made spot landings. There was little flying activity. Motor vehicles [] were observed in the town. Motor vehicle [] was seen near the Dietwerder radio installation. 50X1-HUM
7. On 4 August, there was flying by four MiG-15s. A MiG-15 made a crash landing 200 meters north of the runway, 300 meters from the Wittstock Highway. A twin-engine transport was parked in front of the flight control building. On 5 August, four MiG-15s were parked on the eastern turning apron of the runway. At 10 a.m., two MiG-15s took off and landed 25 minutes later. About 11:30 a.m. on 13 August, four MiG-15s were again ready to take off on the eastern turning apron. There was no activity at the field. 50X1-HUM

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- (1) [redacted] Comments. [redacted] The radio 50X1-HUM
installation with one mast is the outer landing beacon of
Neuruppin airfield [redacted] The radio 50X1-HUM
installation with four masts observed for the first time
is an Adcock DF station.
- (2) [redacted] only two dipoles. 50X1-HUM
The latter information is believed to be more credible since
the outer landing beacon of Finow airfield was also observed
to be provided with two dipoles only.
By means of the dipoles, the landing
beacon probably sends the signal for flying over the field.
- (3) [redacted] the purpose of the radio 50X1-HUM
installation is not known.
- (4) Parachuting was probably practiced by flying personnel
stationed in Neuruppin. No parachute unit is stationed in
Neuruppin.
- (5) The airfield is still occupied by a fighter regiment.

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